

CHAPTER 16 WARD 5 PLAN

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1600 VISION FOR WARD 5

- 1600.1 The Ward 5 Plan is based on a vision of what the ward could be like in five (5) years, as expressed by residents of the ward during the ward plan process.
- 1600.2 Ward residents envision a future where the ward’s stable neighborhoods are protected and enhanced; where new public and private investment will improve the quality of life in poorer neighborhoods. In addition, the problems of crime and drugs will be reduced, and commercial and industrial centers will offer expanded job opportunities and retail services to residents of the ward and city. Ward 5 will increasingly be an attractive and secure place in which to live, work and raise a family.
- 1600.3 Neighborhoods like Michigan Park, North Michigan Park, Woodridge, Lamond-Riggs, Brookland, Queens Chapel, Arboretum, Fort Lincoln and Gateway have a strong sense of

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community and visual identity. Few major changes are envisaged here. These neighborhoods will be protected from excessive traffic, commuter parking, noise and litter and be buffered from the negative impacts of new commercial, industrial and other non-residential development. Places of historic significance, gateways, parks and open space, and special streets and places will be enhanced to provide a more attractive setting and quiet refuge from daily living.

- 1600.4 Other neighborhoods like Brentwood, Ivy City, Trinidad, Eckington, Bloomingdale, Truxton Circle and Hanover Place will benefit from new and rehabilitated housing, increased retail and public services, and expanded employment opportunities. Major new commercial and industrial development will begin to provide the services and jobs long promised.
- 1600.5 At the same time, these neighborhoods will be protected from air, water and soil pollution; excessive traffic; commuter parking; and other negative impacts from commercial and industrial development. People will increasingly take pride in their neighborhoods.
- 1600.6 The Fort Totten Green Line Metrorail Station (lower level) has opened, with the potential for new and much needed mixed commercial/residential uses in the area. Mixed commercial/residential development will also begin to occur at the Rhode Island Metrorail Station, where the Washington Metropolitan Area Transit Authority and the District of Columbia, in consultation with the Ward 5 community, will cooperate in the joint development of their combined properties.
- 1600.7 Neighborhood retail shopping centers will also show renewed life. The 12th and Monroe Streets small business/retail center will thrive, providing residents of the neighborhood and Catholic University with expanded retail services. Similarly, a local center with a wide range of services will flourish in Ivy City. The Hechinger Mall II at Bladensburg and Benning Roads will be under development. It will house existing businesses in the neighborhood, as well as new businesses that complement Hechinger Mall I. Also, the twenty-five (25) acre McMillan Sand Filter Site will be developed with mixed uses (retail/office/housing/recreation/open space/historic uses).
- 1600.8 After years of decline, the New York Avenue rail corridor will again be a thriving industrial and commercial center. New businesses, with jobs and services for community residents, will complement recently established business ventures such as the Federal Express complex, the twenty-six (26) acre Capital Commerce Center and the twenty-seven (27) acre Capital City Business and Industrial Park that includes the Black Entertainment Television Company. These industrial and commercial centers will be carefully designed, in consultation with Ward 5 residents, to ensure that they are compatible in overall design and scale with the neighborhood.
- 1600.9 The city's anti-drug efforts, including enforcement, treatment and prevention programs, will be instrumental in reducing the crime rate, particularly illicit drug trafficking and homicides. In addition, a number of community service and religious groups, in cooperation with the

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District, will offer comprehensive adult remedial education and vocational training programs and special rehabilitation facilities for under skilled former drug pushers, drug users and ex-offenders.

1600.10 Improvements in the availability of housing, retail services, employment, transportation, public services and community facilities will also have a significant impact on the problems of drug abuse and drug-related crimes in the ward, as well as reducing the numbers of ward residents on public assistance.

1600.11 These opportunities, along with the physical transformation of the ward, will convince many ward residents (young and old) that there are viable alternatives to teenage pregnancy, drug-culture entrepreneurship and other self and community-destroying activities. Ward 5 will continue to become an ideal environment in which to live.

1601 WARD 5 PLANNING FOCUS

1601.1 The focus of the Ward 5 Plan is to do the following:

- (a) Give priority to the protection, rehabilitation and improvement of neighborhoods through code enforcement and neighborhood preservation programs;
- (b) Emphasize development and rehabilitation measures that contribute to an orderly process of neighborhood stabilization;
- (c) Encourage the creation of new job opportunities and the effective use of the inventory of commercial land;
- (d) Capitalize on Metrorail station areas as focal points of commercial, retail and community services and activities;
- (e) Give priority to the upgrading of existing public services and facilities;
- (f) Suggest ways of using public investments in the location of new capital improvements to stimulate private renovation of existing residential, commercial and industrial properties;
- (g) Discourage the extension of strip commercial areas by providing appropriate sites and height and design limits on commercial clusters; and
- (h) Encourage the development of new employment areas that are compatible in design with and buffer adjoining residential uses.

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1602 WARD 5 HISTORY

- 1602.1 Settlement of Ward 5 occurred as early as 1688 in what is known today as Brookland. The area was largely open countryside, forest, meadows and farmland. The earliest roads for the ward were Lincoln, Old Bladensburg, Brentwood and Bunker Hill. During the late 19th century, Brookland and Bladensburg experienced rapid growth as trolley lines extended outward from Washington City (what is now Downtown). Around the turn of the century, many colleges and universities were established i.e., Catholic University of America; the Paulists; the Marists; and Holy Cross Fathers, to name a few.
- 1602.2 Brooks Mansion was built around 1840 on 10th and Monroe Streets and is one of the oldest buildings in the ward. It was situated on a one hundred thirty-four (134) acre tract known as the Brooks estate, where in 1887 the land was sold for housing.
- 1602.3 Another neighborhood, Ivy City, was developed around 1872 and thrived during this period, as it was a brick manufacturing center and contributed significantly to Washington's construction boom.
- 1602.4 Extensive growth occurred during the first decade of this century in the ward. Eckington and Brookland grew along Rhode Island Avenue, a major trolley line and commuter route between the District and Maryland. Other street car lines and newly built streets served other communities in the ward.
- 1602.5 Ward 5 continued to grow between the two (2) World Wars. Major industrial and commercial enterprises, along with religious institutions, developed during this period. Brentwood Village and Riggs Park were also completed during this period.
- 1602.6 Few large open tracts of developable land remained after World War II in the ward. Smaller scaled residential development occurred from the mid-1940s to late 1950s in the Lamond and Fort Totten areas.
- 1602.7 Major industrial development took place in the ward in the 1950s along the CSX and Pennsylvania Railroad tracks, particularly along the New York Avenue corridor. During the 1960s growth slowed. More recently, retail businesses have suffered from the competition of nearby suburban shopping centers. Commerce has shifted away from Ivy City: industrial firms have sought to expand in cheaper outlying areas in the suburbs.
- 1602.1 The population of the ward increased from 1950 to 1970, from predominantly White to Black. From 1960 through the 1970s, the Black composition of the ward increased from forty percent (40%) to eighty percent (80%).

1603 WARD 5 TODAY

- 1603.1 Ward 5 is in the northeast section of the District of Columbia. The ward's general boundaries are Kennedy Street on the north; the District line (Eastern Avenue) on the east; the Anacostia River, Benning Road, Florida Avenue, and New York Avenue on the south;

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and New Jersey Avenue, Second Street, Michigan Avenue, Harewood Road and the CSX Railroad right-of-way on the west.

1603.2 Existing land use patterns:

- (a) Ward 5 is predominantly residential although it includes the District's major industrial corridor. The ward's neighborhoods are, for the most part, well-maintained with structurally sound housing. The neighborhoods include Lamond-Riggs, Michigan Park, Queens Chapel, Brookland and Woodridge to the north; Fort Lincoln, Woodridge (South Central), Gateway and Arboretum to the east; Trinidad and Ivy City to the south; Truxton Circle, Bloomingdale, Eckington and Edgewood to the west; and Brentwood and Langdon in the central portion of the ward. The ward has the region's only "new town" Fort Lincoln, a designated urban renewal area;
- (b) The major industrial area is located in the New York Avenue corridor along the Pennsylvania Railroad tracks. New York Avenue and W Street remain the primary focus of efforts to expand and attract light industry in the District. As the District's largest industrial corridor, New York Avenue is key to the city's efforts to promote growth and employment opportunities in the technologies of the future;
- (c) In the commercial areas, the Hechinger Mall, built in 1982, draws customers from all areas of the city and parts of nearby Maryland; the Rhode Island Avenue Shopping Center includes the first Ames (formerly Zayres) in the District; and wholesale/retail food shops that operate in the Capital City Market;
- (d) There are several local and multi-neighborhood retail centers located throughout the ward. They are found along Rhode Island Avenue, along 12th Street in the neighborhood of Brookland and on Michigan Avenue near the Eastern Avenue boundary in the Michigan Park neighborhood. There is a new convenience center on West Virginia Avenue in Ivy City;
- (e) Many middle class neighborhoods including Brookland, Lamond-Riggs, Woodridge and Michigan Park, remain stable and active. Some areas of the ward, however, require some measure of assistance to achieve comparable stability and vitality. Unemployment remains high in neighborhoods such as Ivy City, Trinidad, Carver and Montana Terraces, and Langston Dwellings. At the same time, the housing stock in these neighborhoods needs upgrading. Neighborhoods adjacent to industrial and commercial areas, such as Ivy City and Brentwood, are often affected by traffic, noise, dust and other side-effects of these uses; and
- (f) Ward 5 has several social service providers. They comprise the Woodridge Senior Wellness Center, the Washington Center for Aging Services, the Woodridge Neighborhood Health Center and similar out-patient clinical facilities. The providers range from intermediate to certified nursing complexes to walk-in neighborhood health, pediatric and dental clinics that serve the general public. The Temporary Assistance to Needy Families (TANF) and Food Stamp Program serve a small but

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not insignificant number of the ward's citizens. In order to deal with the social ills of drug and criminal activity, neighborhoods are actively cooperating with the Metropolitan Police Department and other District of Columbia agencies. A number of community oriented programs have been established such as the Take Back Our Streets program.

1603.3 Demographic characteristics:

(a) Population:

- (1) Ward 5 had a population of seventy-five thousand one hundred (75,100) in 1990. Its population decreased by seven thousand five hundred (7,500) persons or nine percent (9%) during the period of 1980-1990. During the same period, the citywide population decreased by four percent (4%); and
- (2) The racial composition of the ward remained constant from 1980 through 1990. During this period, Blacks and other races made up ninety percent (90%) of the ward's population, while Whites made up ten percent (10%). This compared with sixty-eight percent (68%) and thirty percent (30%), respectively, citywide. The population aged fifteen to forty-four (15-44) represented forty-seven percent (47%) of the ward residents in 1990, an increase of one percent (1%), compared to fifty-two percent (52%) for the city, also a one percent (1%) increase between 1980 and 1990. The elderly (sixty-five (65)) and over) and the young population (under fifteen (15)) were about thirteen and sixteen percent (13% and 16%), respectively, in 1990, compared with the citywide figures of sixteen percent (16%) and seventeen percent (17%); and

- (b) Housing: The number of households in the ward remained substantially the same from 1980 to 1990. A household is equivalent to an occupied housing unit. The mean household size in the ward decreased from two and seven tenths (2.7) in 1980 to two and five tenths (2.5) in 1990. In 1990 forty-eight percent (48%) of the households were owner-occupied, compared with forty-seven percent (47%) in 1980. The city wide figures were thirty-nine percent (39%) in 1990 and thirty-five percent (35%) in 1980;

(c) Income:

- (1) The median household income of Ward 5 residents in 1989 was approximately twenty-six thousand nine hundred dollars (\$26,900), compared with thirty thousand seven hundred dollars (\$30,700) citywide, a difference of twelve percent (12%). According to 1980 census data, the median household income in 1979 for Ward 5 was fifteen thousand three hundred dollars (\$15,300), compared with sixteen thousand two hundred dollars (\$16,200) citywide. The ward's figure was six percent (6%) below the median household income for the city;

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- (2) Twenty percent (20%) of the households in the ward had incomes less than ten thousand dollars (\$10,000) in 1990, compared with seventeen percent (17%) citywide. In 1979, thirty-four percent (34%) of the households in the ward had incomes less than ten thousand dollars (\$10,000) compared with thirty percent (30%) of the city;
- (3) In 1979, nineteen percent (19%) of the households (about five thousand four hundred (5,400) households) were below the poverty level. It decreased to sixteen percent (16%) or four thousand six hundred (4,600) households in poverty in 1989. The Census Bureau defines the poverty level as a family of four with an annual income of seven thousand two hundred dollars (\$7,200) or less. The city's households below the poverty level in both years were seventeen percent (17%) and fifteen percent (15%) for 1979 and 1989, respectively; and
- (4) In 1990, nine percent (9%) if the ward's population received food stamps, and eight percent (8%) received Temporary Assistance to Needy Families (TANF). These figures are proximate to the citywide figures of seven percent (7%) and eight percent (8%), respectively; and
- (d) Educational status. In 1990, sixty-five percent (65%) of persons twenty-five (25) years and over had completed high school and college compared to seventy-three percent (73%) citywide. While over twenty-six percent (26%) graduated from high school, only nineteen percent (19%) went on to graduate from college. Citywide, persons in these categories showed a two percent (2%) decrease between completion of high school and college. Statistics indicate that the ward lagged behind the city in completing college in 1990, nineteen percent (19%) and twenty-three percent (23%), respectively. But the ward kept pace with the city in that twenty percent (20%) and nineteen percent (19%), respectively, completed at least one (1) to three (3) years of college. Similarly, the ward had twenty-six percent (26%) and the city had twenty-one percent (21%) of its population completing four (4) years of high school.

1604 WARD 5 ECONOMIC DEVELOPMENT

- 1604.1 The ward has great economic development potential in its industrial and commercial areas, particularly along the New York Avenue corridor, North Capitol Street, the Florida Avenue Market area, Bladensburg Road and Benning Road. The ward's three (3) Metrorail stations, Rhode Island Avenue, Brookland/CUA and Fort Totten, also provide major development opportunities, particularly for mixed commercial/residential development oriented to surrounding communities, as well as to the city. Ward 5 citizens want more than just jobs and new businesses. They seek development that will enhance and expand existing businesses, create new ownership opportunities, increase retail services and opportunities for ward residents, and promote the vitality of ward neighborhoods.

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- 1604.2 The Ward 5 Plan addresses development issues affecting all levels of the ward's economy. The plan calls for instituting new economic development entities, through joint public and private efforts, that can undertake specific projects in accordance with the city's economic development priorities. The opportunity exists for new development to attract visitors, businesses and organizations from other parts of the country and possibly abroad. It seeks meaningful citizen involvement through community development organizations, Advisory Neighborhood Commissions, colleges, universities and the private sector. Of significance is the need for services and programs that strengthen the occupational skills of the ward's labor force, particularly persons with disabilities and/or who are unemployed.
- 1604.3 Many minority-owned and small businesses in the ward are suffering from the effects of new development or revitalization pressures along business corridors. Ward 5 could benefit from the establishment of business incubator facilities in selected areas, that are having difficulties competing in the market place, such facilities could assist merchants with lower rents and support services to offset marginal operations.

1605 WARD 5 OBJECTIVES FOR ECONOMIC DEVELOPMENT

- 1605.1 The objectives for economic development are as follows:
- (a) Enhance and expand the ward's economic activity and employment centers, particularly in the underused industrial and commercial areas;
 - (b) Encourage and promote the Ward 5 Community Development Corporations (CDCs) and similar neighborhood-based economic development groups and to integrate these groups into the District's overall planning for and implementation of economic development activities;
 - (c) Encourage and promote equity investment opportunities for Ward 5 residents and business persons in projects such as the Capital Commerce Center, development around metro stations, the McMillan site and in the New York Avenue corridor;
 - (d) Enhance commercial concentrations such as Hechinger Mall, 12th Street and the Fourth Street and Rhode Island Avenue Shopping Center in order to provide a broad range of goods and services to ward residents;
 - (e) Better identify community desired uses in commercial/industrial areas of the ward;
 - (f) Increase nonprofit child care facilities in new commercial and residential developments; and
 - (g) Conduct an intensive study to determine the needs of small businesses in order to arrest their decline.

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1606 WARD 5 ACTIONS IN SUPPORT OF ECONOMIC DEVELOPMENT

1606.1 The policies in support of economic development area are as follows:

- (a) Promote economic development projects in the Eckington Yards and Ivy City industrial and commercial tracts:
 - (1) An opportunity exists to locate flexible office and retail services in these areas. With careful planning and design, adverse impacts on abutting residential neighborhoods can be satisfactorily mitigated. Care must be taken in the development of the Crummell School property on Gallaudet Street. The site is zoned industrial but abuts the Ivy City residential core; and
 - (2) Recommended actions:
 - (A) Identify an appropriate mix of uses, scale and density limitations for development projects;
 - (B) Identify potential adverse impacts from development projects on abutting neighborhoods;
 - (C) Develop urban design guidelines to buffer and screen the different incompatible uses in these areas;
 - (D) Work with the local community development corporations to help create the appropriate economic development climate and activity;
 - (E) Coordinate efforts of the public and private sectors to spur economic development in the Eckington Yards and Ivy City commercial and industrial areas;
 - (F) Identify appropriate public programs that can facilitate economic development, including industrial revenue bonds, tax increment financing and tax abatement;
 - (G) Consider establishing an Ivy City/Trinidad economic development zone through the legislative process;
 - (H) Assess the potential impacts on existing transportation networks and promote the development of public transportation systems to all developed sites; and
 - (I) Discourage the proliferation of junk yard type commercial activity in the Ivy City area since these activities do not enhance the quality of life in the adjoining residential areas;

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- (b) Complete a small area planning study for the New York Avenue industrial corridor to determine the appropriate mix, scale, density and design of development:
 - (1) The New York Avenue corridor, bounded by North Capitol Street on the west and the District's boundary on the east, has the potential for production and technical employment uses, flex office/space uses and limited general office uses. Design of new development should focus on the aesthetics of New York Avenue as a major gateway into the District. Without a prescribed land use and development plan, many available properties will be haphazardly improved. It is important that a blueprint be prepared to guide and direct preferred land uses; and
 - (2) Recommended actions:
 - (A) Conduct a study and prepare a small area plan to determine the type and design of future industrial development in the corridor;
 - (B) Conduct a market feasibility analysis to ascertain the cost and timing of potential development;
 - (C) Identify physical improvements or site preparations which will accommodate future development;
 - (D) Assess the potential impacts on existing transportation networks and promote the development of public transportation systems to all developed sites; and
 - (E) Incorporate the entire New York Avenue Corridor as a "Special Treatment Area" or "Enterprise Zone";
- (c) Capitalize on economic development opportunities along the North Capitol Street corridor:
 - (1) The corridor is the focus of competing interests. The community needs to secure businesses which will provide a high quality and diverse mix of goods and services to the residents of adjacent neighborhoods in particular and the city wide community in general. There is a potential for the development of major retail and office facilities on currently available vacant land and buildings on the corridor and adjacent streets. The District of Columbia has completed a transportation impact study which includes this area;
 - (2) Retail and service facilities in the area are woefully inadequate to respond to the needs and demands of the resident population and other potential patrons and clients. The Eastern sector, along North Capitol Street, Florida Avenue, N.E., and First Street, N.E., can readily accommodate major large tract development activity. Other sites adjacent to the area (i.e. McMillan Sand Filter Site) can be

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developed in conjunction with the North Capitol Street commercial area in order to provide a regional economic development activity. In addition, North Capitol Street, New York Avenue and First Street, N.E., are recognized by the Office of Planning as “Priority economic development areas”; and

- (3) Recommended actions:
 - (A) Study and evaluate the impact of the current multi-use character (including residential and commercial) on the vitality of the economic revitalization and development of the North Capitol Street commercial corridor and immediate adjoining areas;
 - (B) Develop criteria for commercial upgrading;
 - (C) Promote appropriate commercial development, including centers for retail and office uses, to provide for continued growth and vitality, particularly along North Capitol Street and Florida Avenue, between First Street, N.W., New York Avenue, and First Street, N.E.;
 - (D) Upgrade/expand the infrastructure in designated neighborhoods and in other locations along the corridor. Specific areas are as follows:
 - (i) Streetscaping along North Capitol Street, to include the following:
 - (a) Redesigning the median strip between Florida and New York avenues to include shrubbery, trees and lighting; and
 - (b) Redesigning the intersection of North Capitol Street and Florida Avenue to include the following:
 - (1) Potential of an “around about”;
 - (2) O Street - Northeast and Northwest;
 - (3) Relocation of bus stops;
 - (4) Relocation of cross walks; and
 - (5) Redesign of traffic pattern and ancillary access ways; and
 - (ii) Sidewalk-scaping and resurfacing along North Capitol Street, between Florida and New York Avenues; P Street Northeast between North Capitol Street and Florida Avenues, Northeast; and Florida Avenue, between O Street Northwest, and New York Avenue, Northeast to include the following:
 - (a) Resurface sidewalk with brick;

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- (b) Install new curbs; and
 - (c) Sidewalk-scaping, including the redesign and placement of tree boxes, grating and terracing sidewalks, installing planters and lighting, planting trees and shrubbery, and adding trash receptacles;
 - (E) Include the North Capitol Street area between New York and Florida Avenues in the Neighborhood Development Assistance Program (NDAP); and
 - (F) Review development projects proposed in the North Capitol Street/New York Avenue/Florida Avenue area in terms of the Urban Renewal Plan for the Northeast Number One Area located nearby in Ward 6, and the city's development objectives;
- (d) Revitalize and expand existing neighborhood serving retail centers, where appropriate:
- (1) There are a number of neighborhood serving retail centers in the ward that are in need of revitalization to better serve nearby neighborhoods. The centers are located at 12th Street, between Irving Street and Rhode Island Avenue; Michigan Avenue and Allison Street; 18th and Monroe Streets; South Dakota Avenue and Decatur Street; Riggs Road near Kennedy Street; 12th Street between Perry and Michigan; Rhode Island between 18th and 14th; and Mount Olivet Road and West Virginia Avenue N.E. Another location which has the potential to become a neighborhood service center is at Michigan Avenue and Rhode Island at 1st Street N.W.; however, a clear direction has not been given to facilitate the development of this area by the community or area merchants; and
 - (2) Recommended actions:
 - (A) Complete an inventory of business establishments and recommend ways to improve marginal store operations. Emphasis should also be placed on the physical appearance of store frontages;
 - (B) Leverage funds to provide the city and community with business loans and financial aid to bring in preferred businesses which support these areas;
 - (C) Revitalize existing commercial areas to ensure that the ward's neighborhoods have access to an adequate and suitable range of services;
 - (D) Investigate the feasibility of acquiring the D.C. Technical Research and Development facility on 10th Street and Michigan Avenue together with

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the Community Development Corporation and the community for its possible use as a community business venture; and

- (E) Target public policy mechanisms which provide incentives for entrepreneurial investment designed to provide essential services and create employment;
- (e) Develop strategies to create additional community equity investment opportunities in economic development projects proposed for the ward:
 - (1) Equity investment opportunities for ward residents and businesses may be included as part of development proposals where major public actions are required to make projects feasible and successful. This would be particularly apt at the McMillan Sand Filter site; the Hechinger Mall II site; the North Capitol Street corridor; Eckington Yards; along the New York Avenue Corridor and around the ward's Metrorail station areas. Developers should commit and provide public benefits or amenities to a neighborhood in exchange for community support and public actions needed for the development project; and
 - (2) Recommended actions:
 - (A) Identify, for a specific area, the types of investment activities that will benefit the community or increase employment opportunities for the ward residents;
 - (B) Revitalization actions should include significant measures and projects that create employment for youths, semi-skilled and skilled adults and senior citizens;
 - (C) Review and evaluate development projects to determine if community equity investment opportunities are being or should be incorporated into development proposals; and
 - (D) Promote and, where applicable, identify methods of business financing that will afford Ward 5 residents equity opportunities in economic development projects;
- (f) Encourage revitalized and expanded commercial centers along the Rhode Island Avenue corridor:
 - (1) The corridor needs a larger and better balance of retail goods and services. Rhode Island Avenue is a designated special street in the Comprehensive Plan and has the potential for upgrading to boulevard status. Plans for development along the avenue should provide for a mix of shops, restaurants, arts and

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entertainment centers, novelty stores, and boutiques as well as essential neighborhood oriented retail and services; and

(2) Recommended actions:

- (A) Study the feasibility of making the Rhode Island Avenue Metrorail Station a major mixed commercial/retail/housing center for the ward;
- (B) Provide financial assistance to existing local merchants for commercial improvements, including facade improvements and new and expanded commercial operations;
- (C) Assist in the establishment of new retail service areas to ensure that all neighborhoods have access to a convenient and wide range of services along the corridor;
- (D) Use regulatory and capital improvement programs to enhance private improvements in existing and new community and neighborhood shopping areas; and
- (E) Monitor areas where adverse effects (traffic, noise, safety, parking, litter) which result from commercial development are being experienced, and provide appropriate action to alleviate the problems;

(g) Promote upgraded and expanded commercial development in the Bladensburg Road/Benning Road commercial business center area:

- (1) This area has the potential to become a larger regional serving commercial center supporting nearby residential neighborhoods as well as attracting consumers from other District neighborhoods and suburban neighborhoods; and

(2) Recommended actions:

- (A) Prepare a planing and zoning analysis report to make land use patterns and zoning consistent with the Comprehensive Plan. Provide traffic analyses, identifying redevelopment and revitalization opportunities to ensure future development is appropriate in design, scale, uses, and accessibility and provides surrounding neighborhoods with a wide range of goods and services;
- (B) Conduct a market analysis for the Bladensburg Road area to determine the feasibility for expanded retail uses, particularly for the Hechinger Mall II site and nearby businesses and other commercial properties, as a multi-neighborhood or regional-serving center. Jointly promote appropriate commercial development, in cooperation with the community; and

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- (C) Work with the local and regional business firms and associations, chain retail stores and others to explore new business ventures in the area; and
- (h) Encourage an increase in the number of minority-owned and small businesses within the ward and assist existing businesses:
 - (1) Many minority businesses are suffering from decreased patronage. They are also experiencing difficulty in attracting outlying, pass-through and/or new clientele. Stores and shops in Truxton Circle, Eckington Yards and Edgewood, as well as along portions of the New York Avenue and Rhode Island Avenue corridors, are experiencing particularly difficult business conditions; and
 - (2) Recommended actions:
 - (A) Conduct a market study in these areas to determine the demand and feasibility of expanded and new business ventures in these neighborhoods and recommend appropriate public and private actions to assist minority entrepreneurs to fully participate in development opportunities;
 - (B) Survey minority business ownership to identify special problems facing them in the ward;
 - (C) Establish an incentive program to encourage small and minority entrepreneurs to establish, expand or diversify operations to meet business and consumer needs of the ward or market area;
 - (D) Assist small and minority businesses to obtain certification which will enable them to pursue contracting opportunities in the Sheltered Market program established in the Minority Contracting Act of 1976, effective March 29, 1977 (D.C. Law 1-95; D.C. Code § 1-1141 *et seq.*); and
 - (E) Establish a Business Incubator System designed to provide constant technical support to new and small businesses; and
- (i) Specific attention, including tax incentives, should be given to areas surrounding the Brookland and Rhode Island Avenue Metrorail stations. Economic development in these areas should be dedicated solely to impairing and implementing commercial and retail development.

1607 WARD 5 HOUSING

- 1607.1 In 1985, the ward had about thirty thousand nine hundred (30,900) housing units, representing eleven percent (11%) of the city's total housing stock. The predominant housing types are single-family units and multi-family units of five (5) or more apartments.

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Ward 5 contains the third highest percentage of owner-occupied homes in the city, forty-seven percent (47%).

- 1607.2 There are several neighborhoods that suffer from deteriorated housing stock, including a number of public, assisted and other housing complexes. They include Ivy City, Carver Terrace, the Bates Street and Truxton Circle areas, Montana Terrace and Hanover Place. Much of the deterioration is due to neglect and dwindling financial resources for repairs.
- 1607.3 Housing for the elderly and persons with disabilities is a key issue facing the ward. The Fort Lincoln New Town development has provided significant new housing opportunities, including housing for the elderly as well as affordable housing for low- and moderate-income households. An opportunity also exists to provide additional housing for the elderly through the use of appropriate single room occupancy (SRO) housing development. While increasing housing opportunities for special groups like the elderly and disabled, the ward and city must ensure that community-based residential facilities are well managed and integrated into the ward's neighborhoods but are not overly concentrated in any given neighborhood.
- 1607.4 Another housing-related concern is the compliance of universities and colleges in the ward with campus master plans and zoning that ensure compatibility of future development with adjacent residential communities. There has been increased concern about the potential adverse effects caused by inappropriate campus development. The effects include personal safety, neighborhood parking, noise and litter, and loss of the sense of community.
- 1607.5 In-fill housing and housing rehabilitation are a pressing concern in Ivy City, Trinidad, Hanover Place, Bloomingdale, Brentwood and Eckington. Additionally, market pressures have not made available enough affordable housing units in these communities. Public housing units in Montana Terrace, Edgewood Terrace and other housing in developments such as Carver Terrace also suffer from lack of rehabilitation measures.

1608 WARD 5 OBJECTIVES FOR HOUSING

- 1608.1 The objectives for housing are as follows:
- (a) Protect and preserve the ward's stable neighborhoods and its sound housing stock;
 - (b) Stimulate the production of new housing, such as in Fort Lincoln, and rehabilitate and improve housing in areas such as Ivy City to meet the needs of all the ward's residents, including the elderly and persons with disabilities;
 - (c) Provide incentives for housing at desired locations such as the Fort Totten Metrorail Station Special Treatment Area and the Rhode Island Avenue Metrorail area;
 - (d) Improve the city's low rent housing program - especially through improved maintenance efforts - and to encourage homeownership;

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- (e) Reduce the overall cost of housing for low- and moderate-income Ward 5 residents;
- (f) Appropriately address the issues and concerns associated with nonresidential uses in residential zones; and
- (g) Protect against the loss of sound housing stock and tax base due to the growing number of unregulated transient houses and various kinds of non-taxable group dwellings.

1609 WARD 5 ACTIONS IN SUPPORT OF HOUSING

1609.1 The policies in support of housing are as follows:

- (a) Encourage new and rehabilitated affordable housing for area residents:
 - (1) While much of the ward's housing stock is sound and well maintained, opportunities to acquire this housing at affordable prices are few. Housing Opportunity Areas designated in the Comprehensive Plan should provide expanded opportunities for the production of affordable housing and its rental or purchase by low and moderate income families and persons;
 - (2) The following areas are designated as Housing Opportunity Areas in the Comprehensive Plan:
 - (A) The Fort Lincoln New Town, bounded by Bladensburg Road on the north, Eastern Avenue on the east, New York Avenue on the south and South Dakota Avenue on the west; and
 - (B) The Fort Totten Metrorail Station area, bounded by the CSX Railroad to the west, Riggs Road to the north, South Dakota Avenue to the east and Buchanan Street to the south; and
 - (3) Recommended actions:
 - (A) Monitor housing development for the Fort Totten and Fort Lincoln Housing Opportunity Areas;
 - (B) Monitor housing production goals identified under the updated urban renewal plan for Fort Lincoln New Town;
 - (C) Identify additional potential housing opportunities areas; and
 - (D) Provide expanded assistance programs to help low and moderate income families and individuals acquire affordable housing;
- (b) Reincorporate useable vacant and boarded-up dwelling units into the ward's housing stock:

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- (1) Particular attention should be directed to areas in the Hanover, Ivy City, Trinidad and Eckington neighborhoods. A few units, previously under the Department of Housing and Community Developments' Homestead Program, have been renovated and are now occupied in these communities. Acquisition of these properties has been slow and tedious. Additional properties exist in the ward and should be identified. Absentee owners of vacant property must participate in making these structures available for occupancy, in the near term; and
- (2) Recommended actions:
 - (A) Identify and compile an inventory of vacant and boarded-up housing units and develop strategies to return the units to the housing stock;
 - (B) Increase public awareness of housing programs that provide funding to restore/rehabilitate properties in the targeted areas; and
 - (C) Create a loan pool, including Community Development Block Grant funds and private lending institution funds, available to home owners, non-profit organizations and landlords for the rehabilitation of vacant and boarded-up units;
- (c) Provide affordable new or rehabilitated housing for low- and moderate-income residents:
 - (1) Housing providers, both public and private, need to increase the public's awareness of available low- and moderate-income housing set-aside programs. Attention should be targeted in Ivy City and Hanover Place as housing development and renovation projects get underway; and
 - (2) Recommended actions:
 - (A) Evaluate development proposals to ensure that a suitable amount of affordable housing units are offered;
 - (B) Compile an inventory of housing units suitable for rehabilitation and take appropriate steps to acquire financing to restore the units to the housing stock; and
 - (C) Review and recommend suitable financing and tax incentives and other regulatory means to stimulate the production and rehabilitation of low- and moderate-income housing;
- (d) Rehabilitate and maintain public and assisted and other housing units at Montana Terrace, Edgewood Terrace, Carver Terrace, Langston Terrace and Western Mews:

- (1) Many of these units are in need of substantial repair, rehabilitation and replacement, due to inadequate funding and changing priorities for work to be scheduled; and
- (2) Recommended actions:
 - (A) Continue evaluating public, subsidized and other housing units for necessary rehabilitation and maintenance;
 - (B) Obtain expanded capital funding necessary to maintain and restore these properties;
 - (C) Coordinate city efforts addressing drug and crime problems with public and assisted housing residents;
 - (D) Provide increased funding to rehabilitate potential residential properties through the planned unit development (PUD) process public benefits package of the Zoning Regulations, in return for new commercial development, in Downtown and other areas of the ward attractive to commercial development; and
 - (E) Determine alternative courses of action for Public Housing units, such as Langston Terrace, including rehabilitation for home ownership; and
- (e) Provide a wider range of housing opportunities and services to the elderly and special populations:
 - (1) The senior citizen population has increased in the ward but not at the same rate as housing designed to meet the needs of that population. The production of housing for elderly individuals and others should be a major priority of the District government. The city and private housing providers should produce units which are affordable and accessible to the elderly and to persons with disabilities; and
 - (2) Recommended actions:
 - (A) Identify ways to produce additional housing for the elderly through various programs and outreach activities. Regulatory changes, Community Development Block Grants and other methods should be explored; and
 - (B) Consider the reuse of unused and surplus publicly owned properties for senior citizen housing and service centers.

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- 1610.1 The Environmental Protection section of the ward plan encompasses the protection of the natural environment and the regulation of the human environment in ways that protect, preserve, maintain and elevate the total human environment and the well-being of ward residents, workers and visitors.
- 1610.2 Areas of environmental concern to Ward 5 residents include the following:
- (a) Soil erosion;
 - (b) Street and sidewalk cleaning and maintenance;
 - (c) Air and noise quality;
 - (d) Vibrations from heavy trucks and construction activities especially in areas adjacent to residential neighborhoods; and
 - (e) The lack of trees or tree maintenance in certain sections of the ward.
- 1610.3 A challenge facing the ward and city is to continue efforts to increase the development of the significant amount of industrial land in Ward 5, while controlling side-effects that could cause environmental hazards. Heavy truck traffic, noise, excessive air pollution and vibrations in residential neighborhoods are frequent by-products of industrial land use.
- 1610.4 These issues, among others, are most noticeable in the Eighth and 10th Streets areas of the Brookland neighborhood, the New York Avenue corridor parallel to the CSX railroad right-of-way, the Fort Totten Metrorail Station area, the Bladensburg Metrobus terminal area, and the Eckington and Brentwood neighborhoods. These areas, therefore, must be constantly monitored to maintain and improve the quality of the ward's environment for present and future generations.
- 1610.5 The city and ward must also ensure that its concern to increase economic development does not compromise the equal concern to enhance and improve the total environment of the ward. There is also a need to increase the supply of natural open space in areas where there is a serious parkland deficit.

1611 WARD 5 OBJECTIVES FOR ENVIRONMENTAL PROTECTION

- 1611.1 The objectives for environmental protection are as follows:
- (a) Protect the natural environment and regulate the built environment in ways that maintain and enhance the quality of life and the sense of well-being of residents;
 - (b) Address soil erosion and water/sewer problems and prohibit illegal dumping in Ward 5;

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- (c) Improve street, sidewalk and yard cleaning and maintenance through improving and maintaining public awareness of home and business ownership responsibilities;
- (d) Monitor and resolve problems of air pollution, noise and vibrations caused by vehicular traffic, construction activities and industrial uses especially in areas adjacent to residential neighborhoods;
- (e) Plant and maintain street trees in sections of the ward, where needed; and
- (f) Ensure adequate protection of the public health and safety by testing for and removing lead, radon gas, asbestos and other hazardous substances from the manmade environment.

1612 WARD 5 ACTIONS IN SUPPORT OF ENVIRONMENTAL PROTECTION

1612.1 The policies in support of environmental protection are as follows:

- (a) Plant, maintain or replace trees and shrubbery where needed in the ward, and prevent soil erosions which produce unstable environmental conditions:
 - (1) Where the soil has a predominant character of clay composition, such as in the Carver Terrace neighborhood, water absorption is very slow and produces mud streams. These soils are not fertile and plant life, such as trees and other greenery, is difficult to maintain and does not flourish, since much of the top silt layer has washed away due to the slope and soil instability of the area; and
 - (2) Recommended actions:
 - (A) Conduct a survey, in coordination with the community, to determine where there are soil erosion problems, and encourage property owners and tenants to take corrective action;
 - (B) Provide improved street tree replacement and maintenance in the unit block of O Street N.W., West Virginia Avenue N.E., Florida Avenue N.W./N.E., and other specific locations inventoried and identified by the Department of Public Works and the Advisory Neighborhood Commissions as requiring such service;
 - (C) Survey public space areas with poor landscaping to determine the need for additional planting and upgrade those areas with the greatest deficiencies; and
 - (D) Promote and encourage private planting and maintenance of public spaces within the ward by citizens of the ward.

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- (b) Complete a study of alternative route alignments to construct a storm water relief sewer in Ivy City to control flooding that has disrupted the environmental stability of the neighborhood:
 - (1) In the vicinity of Mt. Olivet Road and West Virginia Avenue, flooding has caused delays in construction and damage or loss to a number of housing units at Western Mews on Capitol Avenue. About five (5) acres in this area is prone to flooding and has hindered neighborhood revitalization activities and business ventures. The existing amount of impervious surfaces and soil conditions in the area increase potential and actual flood damage from heavy rains; and
 - (2) Recommended actions:
 - (A) Work with the community organizations to inform residents of the alternative locations of the proposed relief sewer; and
 - (B) Provide funds in the Capital Improvements Program to construct the storm water relief sewer along the alignment determined and recommended by the storm water relief sewer study;
- (c) Protect residential communities, including Brentwood, Eckington, North Michigan Park, Michigan Park, Lamond Riggs and Gateway from the potential adverse impacts resulting from the construction of new commercial and industrial projects:
 - (1) Development occurring in the New York Avenue corridor is impacting the neighborhood with truck traffic, dust and debris from construction activities. New York and Rhode Island Avenues are the main roads used to truck supplies and materials to construction sites. Vibrations from these trucks is experienced on abutting residential streets. Negative environmental impacts can last eighteen (18) months or longer, depending on the length of time it takes to complete a development project; and
 - (2) Recommended actions:
 - (A) Monitor new development projects to ensure adequate buffering between the construction site and adjacent residential communities;
 - (B) Revise, as necessary, and enforce applicable construction, trucking and environmental review regulations to reduce potential adverse impacts such as noise, air quality, dust, and inappropriate use of the city's water/sewer system resulting from construction activities; and
 - (C) Required Environmental Impact Statements are to be prepared and distributed, in a simplified, understandable form, to appropriate ANC's and

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to all property owners within five hundred feet (500 ft.) of the proposed development prior to approval of the development plans; and

- (d) Improve the environmental quality of the ward's commercial and residential neighborhoods by promoting self-help clean-up programs, prompt trash removal, appropriate disposal of abandoned automobiles, and litter removal in ward parks:
 - (1) Numerous sites throughout the ward show signs of environmental neglect. The concerns include trash removal, green space enhancement, discarded vehicles and neighborhood visual appearance; and
 - (2) Recommended actions:
 - (A) Encourage Advisory Neighborhood Commissions to develop and announce neighborhood clean-up campaigns in conjunction with special city trash removal schedules;
 - (B) Increase private and public trash pick-ups in commercial and residential areas along North Capitol Street and Hanover Place, N.W. ;
 - (C) Improve the maintenance of Ward 5's green spaces, including Brentwood Park on Mt. Olivet Road, N.E.;
 - (D) Work with ward residents to identify abandoned automobiles, especially in the Ivy City and Edgewood neighborhoods;
 - (E) Enhance and expand the Parking Enforcement Program to improve pedestrian safety and parking conditions and to enhance the visual environment in neighborhood commercial areas, particularly on Brentwood Road between W Street and Rhode Island Avenue, N.E.;
 - (F) Encourage community groups, businesses and others in the ward to adopt parks and playgrounds under the District's Adopt-A-Park/Adopt-A-Playground program and encourage thorough and systematic publicity of the program through signage, advertisements, etc. ;
 - (G) Promote the development and maintenance, in conjunction with the National Park Service, of recreational facilities within the ward's existing green spaces;
 - (H) Require all compostable materials, such as grass clippings and leaves, to be separated from household and other forms of trash for collection and composting. Residents should be properly notified of collection schedules and of areas within the ward where compostable materials can be dumped;

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- (I) Inform residents of the dangers of household hazardous wastes such as motor oil, paints, detergents, and cleansers, and establish collection areas and schedules, convenient to all residents, for disposal of these wastes; and
- (J) Require all businesses that distribute or sell hazardous wastes such as auto parts stores, gas stations, etc., to establish collection facilities in conformance with environmental standards.

1613 WARD 5 TRANSPORTATION

- 1613.1 Transportation issues in Ward 5 center around the impact of traffic from industrial areas on surrounding residential neighborhoods; appropriate access to Metrorail stations; upgrading and improving streets and roadways; and providing off-street parking for commercial establishments.
- 1613.2 The transportation system in Ward 5 is prompt and convenient for neighborhood residents. It encompasses major and minor arterial streets, distributor and collector neighborhood streets, bike trails and the Metrobus and Metrorail systems of the Washington Metropolitan Area Transit Authority (WMATA).
- 1613.3 Public transportation in the Ward, consists of the Metrobus network with approximately forty-five (45) routes and the Metrorail system with three (3) stations on two (2) routes -- the Red Line and the Green Line. The Metrorail stations are located at Rhode Island Avenue, Brookland and Fort Totten. To enhance this system, efforts are being made by WMATA, the Department of Public Works (DPW) and other entities to improve bus and automobile access and to address the special transportation needs of special groups, including the elderly and persons with physical impairments. DPW's program to cut curbs throughout the city also improves access for the disabled.
- 1613.4 Bicycling, a leisure and recreational activity for some, is also an important mode of transportation. The D.C. Bicycle Advisory Council (BAC) and DPW have made progress in updating a D.C. Transportation Bicycle Plan. The effort promotes bicycling as another link in the city's overall transportation system.
- 1613.5 Parking around the ward's colleges and universities, Metrorail stations, Metrobus terminals, churches, banks, public halls and business centers (particularly business center uses that are not matter-of-right under existing zoning) continues to be a major concern. The use of neighborhood streets by commuters, shoppers and employees of nearby retail centers impacts the safety and quality of life of residents. Churches that do not have adequate on-site parking for their members often create parking problems and congestion on and near the residential streets on which they are located. Although the ward has experienced a great deal of positive development, the problems associated with the construction of new projects creates problems that must be addressed. Noise, congestion, air pollution and safety are often undesirable side-effects of development.

1614 WARD 5 OBJECTIVES FOR TRANSPORTATION

1614.1 The objectives of transportation are as follows:

- (a) Increase the use of mass transit while minimizing problems associated with parking around Metrorail stations and commercial areas;
- (b) Reduce nonresidential traffic in neighborhoods adjacent to heavily-used commercial and/or industrial corridors, and in the vicinity of ward Metrorail stations;
- (c) Accelerate the upgrading of sections of major streets such as North Capitol Street, Florida Avenue, Bladensburg Road and New York and Rhode Island avenues;
- (d) Use the transportation system to support economic development;
- (e) Improve the pedestrian environment on major streets and roadways;
- (f) Promote alternatives to private passenger vehicles such as Metrorail, Metrobus, bicycling along bike routes and walking along pedestrian paths; and
- (g) Modify existing zoning to increase off-street parking requirements for uses such as Metrobus terminals, churches, community retail centers, banks, nightclubs, public halls and other uses of these types.

1615 WARD 5 ACTIONS IN SUPPORT OF TRANSPORTATION

1615.1 The policies in support of transportation are as follows:

- (a) Improve the movement and management of vehicular and pedestrian traffic to ensure public safety and mitigate adverse effects of traffic and parking on residential streets around the Fort Totten, Brookland/CUA and Rhode Island Avenue Metrorail stations:
 - (1) Development within Metrorail station areas can be expected to generate more traffic congestion and contribute to an increase in through-traffic onto residential streets. This occurs frequently on South Dakota Avenue and on Gallatin and Galloway streets as a result of the construction of the Green Line Metrorail route in the ward. The community has consistently voiced its concerns about this in the neighborhoods that surround the Fort Totten Metrorail station; and
 - (2) Recommended actions:

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- (A) All proposed projects should include an analysis of potential traffic impacts on the surrounding streets and especially on adjacent residential neighborhoods;
 - (B) Resolve traffic and pedestrian circulation problems associated with construction activities around the Metrorail stations and Metrobus terminals;
 - (C) Provide off-street parking for Metro construction vehicles at appropriate sites at Metrorail stations where development is underway;
 - (D) Identify traffic control and mitigation measures to improve the safe flow of traffic around Metrorail construction sites;
 - (E) Increase enforcement of regulations dealing with vehicles illegally parked or blocking streets adjacent to the ward's Metrorail stations and Metrobus terminals;
 - (F) Investigate parking and traffic congestion on McCormick Road and install, if necessary, a traffic signal at the intersection of Michigan Avenue;
 - (G) Study the need to implement appropriate vehicular controls at the intersection of Bladensburg Road and Channing Street, N.E.; and
 - (H) Restrict all through truck traffic from entering Gateway community streets. Truck traffic should be directed to the official truck routes designated by the Department of Public Works. Any modifications to the routes should be made in consultation with the community and trucking companies.
- (b) Improve and better maintain the ward's streets, alleys and roadways, including curbs, gutters and sidewalks:
- (1) The District program to improve existing public streets, alleys and bridges should be improved and expanded. It installs curb ramps to make pedestrian-ways accessible to persons in wheelchairs and repairs or replaces gutters and sidewalks where necessary. Progress in carrying out this program lags considerably behind the demonstrated need in the ward; and
 - (2) Recommended actions:
 - (A) Inventory streets, alleys and public spaces that need repair and provide specific application procedures by which the public can notify responsible agencies;
 - (B) Increase capital improvement funding for the repair, reconstruction, resurface and redesign of streets, alleys and roadways, including streets in

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critical need of repairs such as Taylor Street, Sixth, Girard and Franklin streets and parts of Rhode Island Avenue; and

- (C) Study the need to resurface the alleyways on both sides of the 2700 block and behind the 2800 block of Fourth Street;
- (c) Study other ways to improve traffic movement on ward streets and to provide for the safe and convenient movement of pedestrians across ward streets, particularly ward arterial streets:
 - (1) A number of ward street intersections suffer from excessive congestion that contributes to unsafe pedestrian crossings. Neighborhood intersections, such as at Fourth and Franklin Streets, need to be studied. In many instances, the length of the existing walk cycle on traffic lights does not allow enough time for the safe crossing of streets, especially by seniors or others with disabilities; and
 - (2) Recommended actions:
 - (A) Study and modify, as appropriate and necessary, the timing of signalized traffic intersections for safer pedestrian and vehicular movement. Investigate adjusting the traffic lights at Fourth and Franklin Streets;
 - (B) Continue to construct public improvements, such as curb inclines aimed at increasing pedestrian mobility, particularly for the elderly and the handicapped;
 - (C) Study the need for traffic light signalization of Eastern Avenue and Monroe Street;
 - (D) Study the need to implement appropriate vehicular controls at Thirteenth Street and Brentwood Road; and
 - (E) Study traffic congestion at the intersection of Central Avenue and Bladensburg, N.E., in the Woodridge (South Central) neighborhood and install a traffic signal at that intersection, as needed.
- (d) Control traffic congestion and parking problems caused by nonresidential uses in residential neighborhoods:
 - (1) Churches, day care centers and professional offices related to institutional uses often create problems on neighborhood residential streets. Residents complain about non-residents parking in front of their homes, double parking, and unusually high unintended levels of congestion, on occasion, on neighborhood streets; and
 - (2) Recommended actions:

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- (A) Work with church establishments to determine alternatives for off-street parking, such as shared parking facilities at shopping centers or other neighborhood parking lots;
 - (B) Determine if nonresidential uses in residential neighborhoods are contributing to traffic, parking and safety concerns on neighborhood residential streets; and
 - (C) Increase enforcement and inspection of nonresidential uses in residential zones to ensure compliance with the existing regulations;
- (e) To assess the circulation layout of vehicular access to neighborhood commercial and warehouse centers to mitigate adverse effects of traffic, noise and pollution, especially along West Virginia Avenue, W Street and Eighth Street:
- (1) The community has worked with the Office of Business and Economic Development and Department of Public Works in the past to resolve traffic problems along W Street. Apparently the limited capacity of these roads, coupled with an average daily volume of twelve thousand (12,000) vehicles using West Virginia Avenue, has significantly reduced the level of traffic service on the avenue and to merchants and shoppers there; and
 - (2) Recommended actions:
 - (A) Continue to work with the community at these locations to eliminate heavy truck traffic on residential streets;
 - (B) Work with area businesses and industrial firms, using the Business Relocation Program, to relocate operations to more suitable sites within the New York Avenue industrial corridor such as the Capital City Business and Industrial Park. Relocating businesses would be those for which major expansions of current operations cannot satisfactorily occur because of space limitations or the likelihood of creating serious traffic problems in nearby residential neighborhoods;
 - (C) Monitor commercial areas where signs of adverse effects from traffic, noise, safety hazards, parking, and litter are being experienced by the community, and provide appropriate regulatory or other action necessary to alleviate the problems;
 - (D) Develop alternate through routes, in conjunction with ward residents, through imposing and enforcing weight and length limitations for heavy truck traffic passing through residential neighborhoods such as the existing Taylor Street route; and

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- (E) Residents and businesses along Taylor Street, N.E., should work with the Department of Public Works and other appropriate agencies with the objective of eliminating non-government truck traffic on Taylor Street, N.E., from McCormick Drive to South Dakota Avenue, N.E.
- (f) To assess and diminish the adverse effect of the heavy truck traffic, noise, vibration and pollution on the residential community along the Taylor Street corridor from South Dakota Avenue to 7th Street, N.E.:
 - (1) The community has worked with the Department of Public Works (DPW) and other government officials in an attempt to alleviate the problems referenced above. The Department of Public Works has initiated discussions with the National Park Service to explore the possibility of acquiring park land on the east and west sides of the CSX railroad tracks for designated heavy truck usage. The National Park Service suggests that appropriate agencies and staff continue to work with the Fort Totten community and the industrial users of the road system for a solution to the heavy truck traffic. The National Park Service suggests that correction of discontinuous, obstructed, or unbuilt segments of both Puerto Rico Avenue and John McCormick Place be addressed as alternatives to any proposed use of parkland for industrial or access purposes; and
 - (2) Recommended actions:
 - (A) Continue to work with the community to eliminate heavy truck traffic along this corridor;
 - (B) Developing an alternative route for the heavy truck traffic and working with the companies for acceptance of this route for their trucks. Also posting “No Thru Truck” signs on Taylor Street; and
 - (C) Monitor commercial areas where adverse effects from truck traffic, noise and pollution are being experienced by the nearby residents, and provide regulatory action to alleviate these problems; and
- (g) Establish traffic management strategies to separate local traffic from through-traffic within residential neighborhoods and to regulate heavy truck traffic.

1616 WARD 5 PUBLIC FACILITIES

- 1616.1 The public facilities goal of the District government is to provide adequate public facilities to support the cost-effective delivery of municipal programs and services and to support economic development and neighborhood improvement objectives. Public facilities throughout Ward 5 provide essential services to all members of the community. These facilities include schools, parks and recreation centers, libraries, fire and police stations,

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community service centers and general public works such as streets, sewers and water lines.

- 1616.2 The District government agencies that are primarily responsible for carrying out the policies related to public facilities are the departments of Public Works, Human Services, Housing and Community Development, Public and Assisted Housing, Administrative Services and Recreation and Parks and the Board of Education. In addition, the D.C. Fire and Police Departments, D.C. Public Schools and D.C. Library provide community services.
- 1616.3 The D.C. Fire and Department has four (4) engine companies and an ambulance unit in the ward and the Fifth District Police Headquarters is also located in the ward and uses community-based programs to deter criminal and drug activities. Three (3) libraries serve the ward: the Woodridge Regional Library, Lamond-Riggs Branch Library and Langston Community Library. A full service library is proposed for the McMillan Sand Filter site.
- 1616.4 The ward has sixteen (16) recreation centers, thirty-six (36) tennis courts, six (6) swimming pools and neighborhood-based service centers interspersed throughout for use and enjoyment by all age groups of ward residents and others.
- 1616.5 To educate ward youth, there are fourteen (14) elementary, five (5) junior and four (4) senior high schools, as well as career development centers, system-wide schools and special learning facilities.
- 1616.6 The District emphasizes improving, upgrading and maintaining its infrastructure (i.e., water and sewer mains, roadways and bridges, and building facilities). Most of it was built from fifty (50) to one hundred (100) years ago. Many public buildings have suffered from deferred maintenance. In the 1990s, the District will focus the city's Capital Improvements Program on improving maintenance, public facility improvements and modernization. The degree to which this can be quickly accomplished is constrained by the city's current limited fiscal resources.

1617 WARD 5 OBJECTIVES FOR PUBLIC FACILITIES

- 1618.1 The objectives for public facilities are as follows:
- (a) Provide for adequate delivery of municipal programs and services;
 - (b) Ensure the construction, rehabilitation and maintenance of facilities essential for public service delivery to all citizens;
 - (c) Provide adequate planning for public facilities such as public schools, recreation centers, police substations and libraries; and

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- (d) Locate public facilities to provide optimum service and to support the land use, transportation, economic and social development, and neighborhood improvement objectives.

1618 WARD 5 ACTIONS IN SUPPORT OF PUBLIC FACILITIES

1618.1 The policies in support of public facilities are as follows:

- (a) Expand, upgrade, landscape and, or renovate the recreation centers in the Edgewood and Eckington communities:
 - (1) The community, in conjunction with the Advisory Neighborhood Commission, has asked the District to renovate these centers. Other centers are being identified by ward residents which are needed to operate various programs for the welfare of the ward residents; and
 - (2) Recommended actions:
 - (A) Evaluate use changes of existing recreational facilities to target improvements and provide landscaping through the regular budget cycle and the Capital Improvements Program;
 - (B) Continue to maintain and upgrade athletic fields, playground equipment and recreational green space, where necessary; and
 - (C) Investigate additional funding sources for near-term improvements to include some cosmetic landscaping activity for area centers; and apply for future (long-term) capital improvement expenditures for renovation and, or expansion of the centers;
- (b) To renovate and expand the uses of the Crispus Attucks Museum and Park of the Arts (CAMP A) facility and expand its use as a community service, with the possibility of becoming a site for a new police boys and girls club:
 - (1) CAMP A is located in the Crispus Attucks Court at First and V Streets, N.W. It is one of few recreational facilities that is situated in the interior of an entire residential square. As a result, it provides a superior safety feature for neighborhood children playing there; and
 - (2) Recommended actions:
 - (A) Explore, in cooperation with the community, obtaining capital funding to upgrade the facility, including landscaping at the facility; and
 - (B) Investigate expanding neighborhood-serving programs at CAMP A;

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- (c) Study potential reuse of unused public and private facilities for use as neighborhood community service centers to be used by the community for civic, educational, social, and other services, including after school programs, especially in Ivy City, Truxton Circle, Eckington and Bloomingdale communities, but in all communities as well:
 - (1) Residents of these communities have searched and found a number of sites that have reuse potential for neighborhood based community centers. They have not had any significant success in acquiring properties from the public and/or private sector. The sites may require city and private sector funding or other measures to make them habitable and productive; and
 - (2) Recommended actions:
 - (A) Discuss with the D.C. Public Schools possible use of the old Emery School on Lincoln Road N.E., by the community for civic, educational, social or other activities;
 - (B) Plan for the development of new public facilities and rehabilitate the existing facilities to accommodate special groups including the elderly, youth and the physically impaired;
 - (C) Expand the Roving Leader Program to additional public facilities in the Ivy City, Edgewood, Trinidad and other communities, including those not currently used but which are usable. The order in which the communities will be assisted will directly correlate to the amount of crime in that particular community;
 - (D) Identify and allocate funds for the acquisition of the old vacant carriage house at Third and Randolph streets. This facility is an excellent location for extensive youth development; and
 - (E) Study the potential for providing playground facilities for small and pre-school children at the Crummell School in Ivy City and elsewhere in the neighborhood;
- (d) Reassess the use of underused public and private facilities and provide physical improvements for expanded and better joint-uses by non-profit organizations, local development corporations and others:
 - (1) The community has long identified a need and desire to upgrade local facilities in order to provide needed social and educational programs or services in their immediate neighborhoods. Some of these local organizations have expressed an interest to operate in the facilities and continue providing service in the area; and
 - (2) Recommended actions:

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- (A) Investigate the reuse of the old Emery School on Lincoln Road by both public and/or private groups for joint use activities; and
 - (B) Encourage private non-profit organizations and local businesses to work with the District to improve the site;
- (e) Reassess publicly used facilities for the use of civic and other community organizations. These facilities could house conference meetings and other community gatherings:
 - (1) It is necessary to work closely with the local schools. Cooperative efforts are needed to allow organizations to use the facilities. Prior usage plans have facilitated their objective; and
 - (2) Recommended action: Investigate the possible use of public schools and private facilities, including Catholic University of America and other universities and colleges in the community for no charge;
- (f) Expand the use of the Police Empowerment Plan:
 - (1) There is a great need for better services and relations. This program has indicated successful results in different communities around the country. This Plan should be expanded. Police officers not only provide immediate safety, but they also provide visual aid to other immediate public needs such as sewer, electrical, telephone problems, etc.; and
 - (2) Recommended action: Begin sensitivity training for better relations between officers and the public;
- (g) Develop a drug and crime-free zone around all public schools to insure safety for the youths in the community, and to reduce the problems of drug abuse and crime in all Ward 5 communities. Where possible, re-zone sites that have a potential adverse effect on schools such as small stores and other misused type businesses:
 - (1) In some communities, sites are within or adjacent to neighborhood based schools and community centers that breed potential problems of drug abuse and crime. These sites will require the city to re-zone to reduce the possibility of drug abuse and crime; and
 - (2) Recommended actions:
 - (A) Discuss with the D.C. Public Schools and the Zoning Commission and study the possibility of re-zoning or re-use of certain sites in the community that lend themselves to drug abuse and crime; and
 - (B) Schools should develop drug and crime-free zones around the school areas. Distribute information to the community, Police, and neighborhood watch groups regarding the drug and crime free zones;

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- (h) Reassess the library facilities in Ward 5 to assure that the equipment is state-of-the-art, and emphasize Afro-centric education:
 - (1) A movement in the community is necessary to assure the schools in Ward 5 are sufficiently exposed to an Afro-centric education, and approach to learning. It is also imperative that the school libraries are properly stocked with Afro-centric materials, and that the equipment is state-of-the-art as well; and
 - (2) Recommended actions:
 - (A) Research currently available resources in comparison to other communities; and
 - (B) Research Afro-centric materials and provide a broad understanding of the literature available in the area.

1619 WARD 5 URBAN DESIGN

- 1619.1 The Urban Design Element focuses on shaping the pattern of development and protecting and enhancing existing physical features of the ward, both natural and manmade. Ward 5 is predominantly residential but includes major industrial, commercial and institutional uses. Many of these uses possess significant urban design characteristics.
- 1619.2 The New York Avenue corridor, for example, serves as one of the major gateways into the city from the Baltimore/Washington Parkway. It provides an opportunity to enhance this important entrance way into the city. In close proximity to this gateway is one of the District's major visitor attractions, the National Arboretum, a beautiful park-like research center of the U.S. Department of Agriculture, consisting of about four hundred forty-four (444) acres of floral, arboreal and shrub arrangements. The National Shrine of the Immaculate Conception, located in the Brookland/CUA area, also attracts many tourists each year. The Franciscan Monastery and Catholic University of America also reinforce the historic and visual image of the ward and city.
- 1619.3 Most of the issues related to urban design in the ward focus on factors or conditions that afflict neighborhoods. These include commercial and/or industrial uses generating or having negative impacts on adjacent residential communities. Generally, they are not properly buffered or screened. The lack of basic amenities in certain areas of the ward (i.e., sidewalks, street lights, and trees), along with rutted streets, and blighted housing, constitute major visual as well as physical problems in a number of ward neighborhoods including Ivy City, Trinidad and Eckington.

1620 WARD 5 OBJECTIVES FOR URBAN DESIGN

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1620.1 The objectives for urban design are as follows:

- (a) Promote a physical environment that upgrades the ward's aesthetic qualities, enhances neighborhood stability, emphasizes neighborhood identity and function, and physically enhances the gateways and entrance ways into the city;
- (b) Give special design attention to those areas within the ward that have a poor physical image, where new development can improve the neighborhood's visual qualities while providing needed services;
- (c) Ensure that both existing and new industrial development in the ward is designed to be made compatible with nearby residential neighborhoods including necessary landscaping and buffering;
- (d) Strengthen the design and visual character of commercial nodes and corridors that serve ward neighborhoods; and
- (e) Through the design of new structures, decrease the potential for illegal activity by eliminating sites or locations that would attract and harbor the criminal element.

1621 WARD 5 ACTIONS IN SUPPORT OF URBAN DESIGN

1621.1 The policies in support of urban design are as follows:

- (a) Develop design standards for shielding and buffering residential zones and established neighborhoods from adjacent and nearby commercial centers and industrial areas:
 - (1) Greater emphasis needs to be given to the design and buffering of industrial and commercial activities adjacent and near to residential communities to protect residents from negative impacts of incompatible design, height, scale, traffic circulation, noise, litter, employee and patron parking, and other impacts of nonresidential activities. The Langdon community petitioned the city to study and develop specific solutions to the problems associated with industrial uses operating next to stable residential homes. As a result, an overlay zone district was created which spelled out prohibited and allowed uses and provided screening; and
 - (2) Recommended actions:
 - (A) Identify industrial and commercial centers in and near residential areas that need buffering to protect residential neighborhoods from potential negative impacts;
 - (B) Develop design standards that protect the residential districts from adverse impacts of industrial and commercial land uses under the PUD regulations

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of the Zoning Commission and the Board of Zoning Adjustment and Large Tract Review procedures; and

- (C) Develop a text amendment to the Zoning Regulations which would minimize the impacts from incompatible uses and negative impacts where residential communities adjoin commercial/industrial uses;
- (D) Develop urban design guidelines for small and medium sized commercial development adjacent to residential neighborhoods. Areas under discussion include: Twelfth Street, N.E. between Rhode Island and Michigan Avenues; Monroe Street from Seventh Street, N.E. to Twelfth Street, N.E.; and the Brookland Metro Station area. Also, a guideline to maintain three (3) basic building prototypes in these areas: Rowhouses, detached houses, and neighborhood storefronts; and
- (E) Commercial uses in residential zones historically take one of these three (3) forms. The first two (2) merely grow out of conversion of residential uses to commercial uses. All may be compatible with the primary residential character of the areas under discussion. These prototypes are to be promoted. Strip shopping centers and other automobile primary building patterns are to be discouraged in these zones:
 - (i) Maintain the sidewalk as a wall, except where the less dense rowhouses or detached house forms dominate;
 - (ii) Prohibit parking between the curb and building front;
 - (iii) Maintain a Parking Area Ratio (PAR) of one (1.0) in these areas under discussion;
 - (iv) Establish a PAR of twenty-five hundredths (.25) to five tenths (.5);
 - (v) Limit off-street PAR per street block to one tenth (0.1) maximum; and
 - (vi) A street block is defined as the total square footage of commercial property along the given street between two (2) cross streets. The intent is to provide needed parking in small pockets while maintaining the predominantly pedestrian scale, density, and patterns of the neighborhoods under discussion;
- (b) Develop streetscape and other design guidelines to enhance the aesthetic and historic qualities of the ward's special streets, historic districts and landmarks, as well as the gateways into the city:

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- (1) Ward 5 special streets include North Capitol Street, Rhode Island Avenue, Florida Avenue, Maryland Avenue, Eastern Avenue and New York Avenue. New York Avenue also is a major gateway into the city. Other important entrances into the city include Michigan Avenue and Bladensburg Road. At least twenty-two thousand (22,000) average journeys are made daily by motorists on some of these routes and there are few, if any, significant markings to highlight these special streets and gateways of the ward and city; and
- (2) Recommended actions:
 - (A) Encourage developers and others to provide appropriate project design, landscaping, public infrastructure improvements and appropriate signage along special streets, at gateways and entrances and locations next to historic structures and districts;
 - (B) Prepare urban design guidelines for special streets, gateways, and historic landmarks; and
 - (C) Include urban design guidelines as part of new and joint development projects around Metrorail stations; and
- (c) Develop guidelines for the development of physical boundaries between commercial, industrial, and residential areas to enhance the character and integrity of all areas within the ward:
 - (1) All areas, districts, and neighborhoods within the ward possess a distinct character, or identity that should be recognized as an asset and exploited to give the residents a sense of community; and
 - (2) Recommended actions:
 - (A) Identify locations and develop urban and environmental design guidelines for the design and implementation of buffer zones in areas where conflicting adjacent land uses occur;
 - (B) Develop comprehensive urban design guidelines for individual districts or areas, in conjunction with the residents of that area, to reflect the features, qualities, or characteristics unique to that specific area. Within these guidelines, indicate appropriate locations, and signage for indication of the specific area or neighborhood; and
 - (C) Encourage new development (that may act as a physical boundary), adjacent to areas of strong architectural character, which complements the adjacent area by providing an aesthetically pleasing physical transition through the appropriate use of materials, scale, height, bulk, and architectural design.

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1622 WARD 5 PRESERVATION AND HISTORIC FEATURES

- 1622.1 The overall objective of the Historic Preservation section of the Ward 5 Plan is to preserve the important historic features in the ward while permitting new development that is responsive, sensitive and compatible with those features. Historic sites in Ward 5 include Gallaudet University, the Brooks Mansion, the homes of Ralph Bunche and Samuel Gompers, the Franciscan Monastery, the National Arboretum, Langston Terrace, and the Fort Circle Parks System, including Fort Totten, Fort Bunker Hill and Fort Lincoln.
- 1622.2 Many residents of Ward 5 are extremely interested in historic preservation. A detailed study and inventory should be conducted to identify areas that may have historic significance. Most recently, the Hospital for Sick Children and the Glenwood Cemetery Chapel were accorded historic landmark status.
- 1622.3 Initiatives to recognize and protect significant historic features in the ward have been successful over the last few years. Private organizations, the District and federal governments and citizens have worked together to accomplish the goal of protecting the ward's historic heritage and enhancing the community's identity.

1623 WARD 5 OBJECTIVES FOR PRESERVATION AND HISTORIC FEATURES

- 1623.1 The objectives for preservation and historic features are as follows:
- (a) Identify, designate, protect and enhance the ward's historic resources through sustained regulatory, enforcement and community leadership;
 - (b) Inform and educate ward residents about the ward's historic resources and ways to protect and enhance them; and make available information about available loans and grants for historic preservation purposes to residents;
 - (c) Increase awareness of and access to historic facilities, places and activities essential to residents and visitors; and
 - (d) Increase awareness and use of the National Trust for Historic Preservation resources for revitalizing historical residential, commercial, and other areas in the ward.

1624 WARD 5 ACTIONS IN SUPPORT OF PRESERVATION AND HISTORIC FEATURES

- 1624.1 The policies in support of preservation and historic features are as follows:

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- (a) Protect and preserve important historic resources at the old McMillan Sand Filter site as part of future development at the site:
 - (1) The McMillan Sand Filter site was previously the major water purification facility of the National Capital water purification system. The system provided clean drinking water, from a slow sand filtering process to the District's consumers. In 1985, the facility was abandoned and replaced with a new technology process and structure. The old facility was then declared surplus and the District acquired it for community development. Today it is one of the largest parcels owned by the city and holds significant future development potential. However, care should be taken to protect the present important historic elements of the site as part of future development before that development proceeds; and
 - (2) Recommended action:
 - (A) Ensure that plans for the future development of the site adequately preserve and protect important elements of the old filtration plant as an integral part of the total development scheme for the site; and
 - (B) Preserve important historic structures, identified by the final historic resources report and pursue appropriate landmark status for preserved parts of the site; and
- (b) Conduct an historic survey in order to identify historic buildings or areas in Ward 5:
 - (1) The community has identified some initial sites, including the Langston Golf Course, Woodridge Neighborhood, Woodridge Elementary School and a carriage house in Eckington as possible historic resources. It needs to obtain technical assistance on the procedures to be followed for applying for historic status; and
 - (2) Recommended actions:
 - (A) Provide information to the Advisory Neighborhood Commissions (ANCs) and the community on the city's procedures for making application for specific properties and sites for historic designation;
 - (B) Undertake a comprehensive historic survey of the ward with the ANCs and the community. Information should be provided about the benefits of historic preservation. Special attention should be given to Ivy City;
 - (C) Develop methods to highlight historic landmarks in the ward, including the Fort Circle Parks and Brooks Mansion. Appropriate visual form and other methods should be identified; and

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- (D) Collaborate with the ANCs and the community to survey areas of potential historic significance in the Michigan Park, Eckington and Woodridge neighborhoods. Include appropriate structures and places to be considered for placement on the local register of historic places.

1625 WARD 5 HUMAN SERVICES

- 1625.1 The human services provided within the ward include the following:
- (a) Police and fire protection, education, recreational services;
 - (b) Medical and health care;
 - (c) Care of persons with disabilities, children and the elderly;
 - (d) Financial assistance and social services; and
 - (e) Vocational rehabilitation services.
- 1625.2 The major issues in Ward 5 regarding human services include problems of drug abuse and crime in the Bates Street, Truxton Circle, Brentwood, Langston and Trinidad/Ivy City areas; prostitution along Rhode Island and New York Avenues; and the special needs of youths, the elderly and persons with disabilities.
- 1625.3 The D.C. Department of Human Services (DHS) is the primary human service agency responsible for implementing the Human Services Element of the Comprehensive Plan. Despite limited resources, a comprehensive system is in place for the delivery of services in a coordinated, timely, efficient and humane manner. Services include pre-natal care, employment referrals, treatment for drug abuse, Aid to Families with Dependent Children, counseling and many others. Ward 5 residents have access to programs and assistance to gain and maintain independence and live full, productive lives.

1626 WARD 5 OBJECTIVES FOR HUMAN SERVICES

- 1626.1 The objectives for human services are as follows:
- (a) Offer a comprehensive range of community-based social services for those in need and to provide rehabilitative services in appropriate settings for neglected and delinquent youths;
 - (b) Promote conditions to enable persons with handicaps to participate as fully as possible in the life of the ward;
 - (c) Assist the mentally ill and mentally retarded to live and obtain needed services;

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- (d) Promote programs of health, social services and support levels for older adults to enable them to maintain themselves with a sense of security, dignity, respect and independence; and
- (e) Provide programs and activities that will facilitate the elimination of substance abuse and drug-related criminal activity.

1627 WARD 5 ACTIONS IN SUPPORT OF HUMAN SERVICES

1627.1 The policies in support of human services are as follows:

- (a) Give priority attention to crime in the whole Ward 5 community. Problems of crime and drug activities in the whole Ward 5 must be addressed:
 - (1) Crime, including homicides, illicit drug activity and prostitution are major problems in the ward. Drug activity has superseded prostitution as the major criminal problem in these distressed communities; and
 - (2) Recommended actions:
 - (A) The District should develop a system in which the city officials and the Advisory Neighborhood Commissions meet to develop new programs to combat drug and crime problems throughout the Ward. At these monthly meetings an assessment of the current programs should take place;
 - (B) Distribute public information and fact sheets on public safety services to residents and businesses;
 - (C) Work with ANCs, community groups and private citizens to continue to establish more Neighborhood Watch programs, the Not on My Block program, and similar programs in crime troubled areas to reduce crime and other anti-social activities; and
 - (D) Increase police presence in the whole Ward 5 Community, especially in high crime areas and areas of public housing, especially with foot patrols;
- (b) Increase the availability and the accessibility of public health and social services for the young, the homeless, the elderly and persons with disabilities:
 - (1) The District has located seven (7) health and social service facilities, in the ward. However, the Ivy City, Truxton Circle, Edgewood and other neighborhoods are in need of the full range of services offered by District social services agencies. The Boys and Girls Clubs of Greater Washington established a social service facility in the Brentwood community that provides needed youth services to the

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Montana Terrace housing complex. They intend to expand program services to the larger community; and

(2) Recommended actions:

(A) Evaluate the existing services and the need for additional health and social services for those in need and provide training and other rehabilitative services;

(B) Continue to distribute information in the community regarding the availability of health and social services offered by the District; and

(C) Expand, coordinate and implement services for youths, the homeless, the elderly and persons with disabilities;

(c) Provide training for youth, tailored so that the youth will have input in the design of projects that address crime, drug abuse, and other major areas which affect their well being:

(1) The youth in the community should be trained in the area of “input” into the design of programs that will best serve their interest and concerns, such as nutrition, drug abuse, developing self-esteem, etc, in order to explore new ideas and methods to improve the service delivery system to this segment of the community; and

(2) Recommended actions:

(A) Provide programs and activities that will foster Afrocentric identity and develop self-esteem and self-worth;

(B) Implement stronger policies against not only the drug distributors, but the drug users as well, by depleting the market for illegal drug sales; and

(C) Continue to enforce stringent laws against prostitution, and continue to explore new methods in which to deter partaking in the illegal act of prostitution;

(d) Initiate a study to locate all of the shelters for the homeless in the ward, and to assess their use to the community:

(1) It is necessary to find out the impact of these shelters on both the ward and the city. First it is imperative that the shelters be located and assessed. The whereabouts of the shelters is not widely known. It is necessary to determine what share of homeless live in Ward 5 in comparison to the rest of D.C. Ward 5's share of homeless shelters. In this economy it is necessary for the city to care

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for its homeless. It is appropriate to assure that facilities are located throughout the city for a balanced system; and

(2) Recommended actions:

(A) Determine a formula for the distribution of homeless shelters throughout the city; and

(B) Determine the level of services and contribution each shelter holds, and the impact on which they have on the city and Ward 5;

(e) Encourage the use of more volunteer services. Not only more participation, but also more use of the current non-profit organizations:

(1) By adding more volunteer service organizations, Ward 5 could expand the services available to the community, provide additional outreach to the community and obtain much needed funds to carry out program; and

(2) Recommended actions:

(A) Add all known volunteer and non-profit organizations to Ward 5 organizations; and

(B) Invite volunteer and non-profit organizations to participate in all meetings and discussions;

(f) Increase the availability and accessibility of public and private health and social services for the young, the homeless, the elderly and persons with disabilities. The threshold for private facilities should be where eight (8) or more persons will be housed:

(1) The District has located seven (7) health and social service facilities in the ward. However, the Ivy City, Truxton Circle, Edgewood and other neighborhoods are in need of the full range of services offered by District social service agencies. In order to provide a full range of services to the Ward 5 neighborhoods, the plan should be expanded to include both public and private social service facilities that come under the supervision and direction of the D.C. Department of Human Services (DHS). Those private and public facilities that provide social services for 8 or more people should be added to the plan as available and accessible health and social service organizations; and

(2) Recommended action: In order to provide all service facilities available to Ward 5 residents, add private facilities that presently provide services for youth, elderly, homeless and persons with disabilities to an "Information Distribution List" and present this list to the Ward 5 community;

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- (g) Increase the emphasis and training on nutritional education as a deterrent to aberrant behavior and juvenile delinquency and recidivism:
 - (1) Studies indicate that by reducing sugar, salt and fats in the diet, aberrant behavior among adults and children is lessened. Studies also show that children have a higher intelligence level that take vitamins daily; and
 - (2) Recommended actions:
 - (A) Coordinate the work of the Superintendent's Task Force on Nutrition to expand ways to bring healthier foods to Ward 5 schools in the breakfast and lunch programs and ways to educate youth more about the harmful effects of "junk foods";
 - (B) Explore areas in which nutritional education can support other human resources' programs and, or activities, e.g., TANF, infant mortality, etc.; and
 - (C) Explore ways to implement nutritional services in various institutions in Ward 5 that support the elderly, homeless, handicapped as well as youth; and
- (h) Increase the emphasis and training on AIDS prevention and sexuality:
 - (1) Pregnancy and AIDS among teenagers has risen to the level that it demands priority consideration. Children are raising children, and our youth are threatened in their existence with AIDS and drugs; and
 - (2) Recommended actions:
 - (A) Expand programs to educate youth on teen pregnancy (sexuality) and AIDS; and
 - (B) Establish Center with D.C. Public Schools to coordinate activities dealing with nutrition, AIDS prevention and sexuality training.

1628 WARD 5 LAND USE/ZONING

- 1628.1 Ward 5 has the second largest land area of the city's eight wards; only Ward 3 is larger. About four thousand five hundred fifty-three (4,553) acres of land, excluding public rights-of-way, or fifteen percent (15%) of the city's acreage is in Ward 5.
- 1628.2 About one thousand four hundred (1,400) acres are devoted to residential uses. Detached houses occupy forty-three percent (43%), or six hundred (600) acres of land. Another thirty-six percent (36%), or five hundred (500) acres, is occupied by row and semi-

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detached houses. Detached and semi-detached houses are primarily found in the ward's northeastern neighborhoods, such as Lamond-Riggs, Queens Chapel, Brookland and Michigan Park.

- 1628.3 Townhouses, apartments and flats are found primarily in Langston, Trinidad, Edgewood and Truxton Circle. Fort Lincoln has a combination of these housing types. Most of the mid- and high-rise multi-family apartment buildings are in Edgewood, Fort Lincoln and Trinidad.
- 1628.4 Institutional uses cover about four hundred seventy (470) acres, or ten percent (10%), of the ward's acreage. Under this category are religious, medical and educational uses, including Catholic University of America, Trinity College, Holy Name College, the Franciscan Monastery and Gallaudet University.
- 1628.5 Glenwood, Prospect Hill and Mount Olivet cemeteries, and open space uses cover about one thousand four hundred (1,400) acres in the ward. Other significant open spaces in the ward are the Langston Golf Course, the National Arboretum and the Fort Circle Parks including Fort Totten, Fort Lincoln and Fort Bunker Hill.
- 1628.6 Despite the ward's large land area, only three hundred twenty (320) acres or seven percent (7%) of it is in commercial use. Most of the commercial acreage is along Rhode Island Avenue, Bladensburg and Benning Roads, and 12th Street between Otis and Franklin Streets. Smaller retail centers are along Michigan Avenue; Fourth Street; North Capitol Street, between New York and Florida Avenues; First Street N.E., and Florida Avenue, N.E.; and Florida Avenue, between First Street, N.W. and First Street, N.E. Hechinger Mall, on Benning Road, is the only regional-serving center in the ward.
- 1628.7 Most of the ward's three hundred (300) acres of industrial land is located in the New York Avenue corridor, extending from Eckington Place to Eastern Avenue. Other industrial areas are along the CSX Railroad right-of-way, along Bladensburg Road and at the Fort Totten and Rhode Island Avenue Metrorail station areas.
- 1628.8 The three (3) Metrorail stations within the ward's boundaries, the stability of many of its neighborhoods and the extensive development potential of existing industrial land provide a base for future development in the ward.
- 1628.9 Zoning: Privately owned land in the ward is zoned residential, commercial or industrial. A major portion of the land in the ward, about one thousand three hundred (1,300) acres or twenty-eight percent (28%), is owned by the federal government. It is mainly parkland. By federal law, it is unzoned and not subject to the District zoning regulations.
- 1628.10 Residential zoning:
 - (a) The major residential zoning categories in Ward 5 are single-family detached dwellings (R-1-B), row dwellings (R-3), rowhouse conversions (R-4), and multi-family, low density apartment dwellings (R-5-A). They make up over fifty percent (50%) of the ward's zoned land area (about one thousand seven hundred (1,700) acres out of three

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thousand three hundred (3,300) acres). The predominant zone is R-1-B. It is mapped over twenty-four percent (24%) of the ward's zoned land (eight hundred (800) acres), mostly in the northern and eastern sections of the ward, which includes the Brookland, Michigan Park, Woodridge, Queens Chapel, Langdon and Gateway neighborhoods; and

- (b) The southern section of the ward, below New York Avenue, has a few pockets of residential zoning in Arboretum community. They consist single-family semi-detached dwellings (R-2) and row dwellings (R-3 and R-4). These categories are mapped over twenty-six percent (26%) of the ward's zoned land area (about eight hundred sixty (860) acres) and are distributed throughout the ward. The R-3 and R-4 zone categories are also found west of the CSX rail line with concentrations in the Eckington, Bloomingdale, Edgewood, Trinidad and Truxton Circle neighborhoods.

1628.11 Commercial zoning:

- (a) The major commercial zone districts in the ward include neighborhood shopping centers or nodes (C-1), moderate density community retail business centers (C-2-A) and medium density major business and employment centers (C-3-A). They make up only about one hundred ten (110) acres, or three percent (3%), of the ward's zoned land area; and
- (b) These commercial zones are concentrated along three (3) major transportation corridors: Rhode Island Avenue, 12th Street and the northern portion of Florida Avenue. The smallest (C-1) commercial zone is mapped along 12th and Monroe Streets; Michigan and Eastern Avenues; and at South Dakota Avenue and Emerson Street. The more extensive commercial zone districts are located along Rhode Island Avenue; 12th and Monroe streets; and Florida Avenue-Benning Road. The Maryland Avenue and Bladensburg Road Triangle, where the Hechinger Mall forms the major shopping component, is zoned C-3-A.

1628.12 Industrial zoning:

- (a) Forty percent (40%) of the city's industrial zoned land is in Ward 5 and located along the two (2) rail corridors. The major industrial zone districts in the ward provide for low bulk commercial/light manufacturing (C-M-1), medium bulk commercial/light manufacturing (C-M-2) and general industry (M). They make up seven hundred twenty (720) acres, or twenty-two percent (22%), of the zoned land in Ward 5. The light manufacturing zones are principally along the New York Avenue corridor, paralleling the Amtrak rail line, and north along the CSX rail line up to the Fort Totten Metrorail Station and beyond into Ward 4. Other sites are in the vicinity of Florida Avenue and Benning Road, and the W Street, and Brentwood Road Industrial Park. Some non-conforming residential uses are interspersed throughout the industrial areas. They were built before 1958 when the present zoning ordinance went into effect and prohibited mixing such incompatible uses; and

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- (b) The ward has about sixty-eight percent (68%) of the city's general industrial (M) zoned land, concentrated along New York Avenue, north of the Arboretum and also near the Fort Totten Metrorail Station.

1629 WARD 5 OBJECTIVES FOR LAND USE/ZONING

1629.1 The objectives for land use/zoning are as follows:

- (a) Protect and enhance the stability of residential neighborhoods;
- (b) Promote economic development in the ward's industrial corridors and commercial areas;
- (c) Encourage and support an appropriate mix of uses in all economic development, where appropriate, including uses such as housing, parks and open space;
- (d) Promote employment opportunities and equity investment opportunities for ward residents;
- (e) Meet various citizens' needs with educational, recreational and cultural facilities;
- (f) Ensure that industrial and commercial development does not adversely impact adjacent and nearby neighborhoods, particularly with inappropriate design, traffic, parking, noise, litter, and other hazardous by-products of industry and commerce;
- (g) Ensure that inconsistencies between the Comprehensive Plan and zoning in the ward are identified and corrected; and
- (h) Preserve, protect, rehabilitate, enhance and nurture the long established integrated middle class residential character of neighborhoods such as the Greater Brookland neighborhood of single family homes, tree lined streets, churches, schools and parks, all within easy reach of Downtown Washington, D.C. This applies to historic and cultural resources as well.

1630 WARD 5 ACTIONS IN SUPPORT OF LAND USE/ZONING

1630.1 The policies in support of land use/zoning are as follows:

- (a) Determine the appropriate mix of uses, scale and density of development for the McMillan Sand Filter site to ensure compatibility with adjacent neighborhoods:
 - (1) The McMillan site is presently unzoned, with federal and institutional land uses to the west and north and moderate density residential uses to the east and south. D.C. Law 8-129 designates the land for moderate density commercial, medium

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density residential and parks, recreation and open space. The site is bounded by Michigan Avenue on the north, Channing Street on the south, North Capitol Street on the east and First Street on the west; and

(2) Recommended actions:

(A) Ensure that development proposals are consistent with the designation of the site in the Comprehensive Plan as enacted by the Council of the District of Columbia;

"

(B) Prepare a small area study to determine the appropriate mix of uses, scale, density and design of development;

(C) Consistent with the economic development policies for the ward, while enhancing economic activity, recognize the need to protect abutting residential neighborhoods from potential problems that may occur as a result of commercial and industrial activity. Evaluate land use and zoning in the ward to identify changes due to current conditions. Update land use and zoning maps and documents to reflect current activity; and

(D) Provide for citizen participation, including the surrounding Advisory Neighborhood Commissions (ANCs) in Wards 1, 4 and 5, in the development review process, to assist the District in responding to community concerns and in refining the final design;

(b) Determine the appropriate mix of uses, scale, density and design of development in the Fort Totten Metrorail Special Treatment Area to fully realize the site's potential for development, to serve the Ward 5 community and city, and to protect and preserve the surrounding residential areas:

(1) The Fort Totten Metrorail Special Treatment Area straddles the CSX Railroad tracks and extends from Riggs Road on the north to Buchanan Street N.W. on the south. The area is bordered on the north by an auto dealership, auto paint shop, radio station and cabinet craftsman shop and on the south and west by established warehouse, petroleum storage and industrial uses. Further to the north there is a shopping center. A stable residential community lies to the east. Much of the industrially zoned parcels located adjacent to the residential community in the east portion of the area are buffered from residential uses by residentially zoned property that is owned by the commercial and industrial companies but unused. Development on the industrially zoned parcels and the available three (3) acres, owned by the Washington Area Transit Authority (WMATA), proposed for joint development, must be sensitive to the surrounding communities and established land uses; and

(2) Recommended actions:

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- (A) Prepare an updated small area study of the area to determine the appropriate mix of residential, commercial and industrial uses and the scale, density and design of future development;
 - (B) Provide assistance to private developers, as resources permit, that will facilitate commercial and retail development intended to support the residential population in the surrounding areas;
 - (C) Provide for the improvement of the land-use mix and urban design qualities of new development in the area through regulatory processes;
 - (D) Ensure that development of WMATA property proposed for joint development review contributes to and is compatible with the existing character of the surrounding neighborhood;
 - (E) Explore the feasibility of including cultural facilities as a part of the mixed-use projects around the Metrorail station;
 - (F) Consider proposing an amendment to the Land Use Element of the Comprehensive Plan to include cultural facilities (theaters, museums, galleries, etc.) under §1104 of the “Policies in Support of the Residential Neighborhoods Objectives”;
 - (G) Provide for citizen participation to include the Advisory Neighborhood Commission in the development review process to assist the District and WMATA in responding to community concerns; and
 - (H) Required Environmental Impact Statements are to be prepared and distributed, in a simplified, understandable form, to appropriate ANC and to all property owners within five hundred feet (500 ft.) of the proposed development prior to approval of the development plans;
- (c) Determine the appropriate mix of uses, scale, density and design of development in the Brookland/CUA Metrorail area to protect the surrounding residential areas from potential adverse impacts such as commuter traffic and parking:
- (1) The Brookland/CUA area is bounded by Catholic University on the west, 10th Street on the east, Michigan Avenue on the north and Monroe Street on the south. Traffic approaching from McCormack Road onto Michigan Avenue needs to be safely directed by use of traffic light signalization. Few parcels remain in the area which may be developed; and
 - (2) Recommended actions:
 - (A) Include in development plans for the station area provisions to protect the existing low scale residential uses in the area from cut through commuter, employee uses, and other destination traffic and parking;

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- (B) Ensure that WMATA property proposed for joint development contributes to and is compatible with the existing character of the surrounding neighborhood;
 - (C) Improve the land use mix and urban design qualities of new development in the Brookland/CUA Metrorail Station area through the District's regulatory and development review processes; and
 - (D) Include Advisory Neighborhood Commissions and residents of nearby communities in the review of development projects to assist the District and WMATA in responding to community concerns;
- (d) Determine the appropriate mix of uses, scale, density and design of development in the Rhode Island Avenue Metrorail Station area to fully realize the site's potential for development from Metro accessibility, to serve the Ward 5 community and city, and to protect and enhance the surrounding residential areas:
- (1) The Rhode Island Avenue Metrorail Station area is bounded by Brentwood Road on the east, Rhode Island Avenue on the north, W Street on the south and Fourth Street on the west. The market has yet to facilitate development interest to a significant degree. The District's land use priorities and budget constraints indicate comprehensive development will likely occur only in the long term; and
 - (2) Recommended actions:
 - (A) Ensure that the Washington Metropolitan Area Transit Authority (WMATA) property proposed for joint development contributes to and is compatible with the existing character of the surrounding neighborhoods;
 - (B) Improve the land use mix and urban design qualities of new development in the Rhode Island Avenue Metrorail Station area through the District's regulatory and development review processes;
 - (C) Coordinate development of both WMATA and District-owned land emphasizing compatible land uses, appropriate zoning densities, site design and layout, traffic control and mitigation measures, and community needs; and
 - (D) Include the Advisory Neighborhood Commission and residents of nearby communities in the review of development projects to assist the District and WMATA in responding to community concerns;
- (e) Examine the location and concentration of nonresidential uses, such as day care facilities, church offices, schools and conversions of homes to commercial uses in

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residential zones, to avoid the possible disruption of stable neighborhoods from potential adverse impacts:

- (1) Nonresidential uses should not be concentrated or allowed to exist in low density residential communities. Typical adverse impacts resulting from these uses in the neighborhood are congested streets, overspill of cars double-parked and lack of adequate on-site parking; and
- (2) Recommended actions:
 - (A) Complete an analysis of nonresidential uses in residential zone districts; and
 - (B) Develop citywide zoning text amendments to effectively control nonresidential uses permitted in residential zones to provide greater stability and protection for residential uses from potential adverse impacts; and
- (f) Recommend appropriate changes to the zoning map and regulations to make them consistent with the Comprehensive Plan:
 - (1) Where the new land use and density designations are not consistent with existing zoning, the zoning should be changed to comply with the Comprehensive Plan; and
 - (2) Recommended actions:
 - (A) Survey land uses and zoning in Ward 5 to identify locations where zoning and land uses are not consistent with each other and submit findings and recommendations to the Zoning Commission for appropriate action;
 - (B) Monitor the update of the Comprehensive Plan Land Use Map as follows to ensure that zoning is consistent with the Comprehensive Plan;
 - (C) Establish a committee to review the underlying zoning of areas currently shown as institutional on the map. In many cases, the underlying zoning is not compatible with the surrounding uses. This committee must include residents and other community members, as well as impartial zoning and land use experts, to review the history of the suspected non-conforming underlying zones, and to recommend changes. This should be addressed as part of the Ward 5 Plan review process.